

REGION 2 RPA

Passenger Transportation Plan

*4/30/2013
Annual Update
Final*



Prepared by:
The Region 2 TAG
with assistance from the staff at

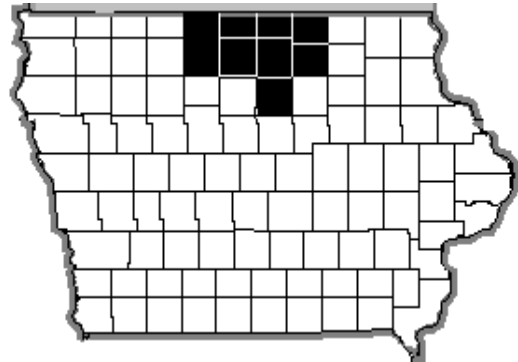
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The preparation of this Passenger Transportation Development Plan was financed in part through Federal Funds provided by the U.S. Department of Transportation, Federal Highway Administration, and/or Federal Transit Administration. This Passenger Transportation Development Plan was prepared by NIACOG staff with input from Region 2 Transit, Mason City Transit, Service Providers and users.

SECTION ONE: Introduction and Process Discussion

The North Iowa Area Council of Governments (NIACOG) is Region 2 of the Iowa Association of Regional Councils. It is a voluntary association of local governments established for the purpose of promoting intergovernmental cooperation and strengthening local units of government. By working collectively through the Council of Governments, cities and counties can share professional and technical services they could otherwise not afford. Unlike municipalities and counties, NIACOG is not a unit of government, has no power to tax or to enact or enforce laws. NIACOG's basic financial support comes from participating units of local government.

The NIACOG Region 2 area consists of eight counties and 67 communities in north central Iowa. The counties are: Cerro Gordo, Floyd, Franklin, Hancock, Kossuth, Mitchell, Winnebago and Worth Counties. They cover a land area of 2,868,914 acres, or 4,482 square miles, with a current population of 127,258 according to the 2010 U.S. Census. Counties range in population size from 7,598 to 44,151.



The North Iowa Area Council of Governments is a service oriented agency geared to assist member units of government and their affiliated groups. NIACOG is organized to meet daily and long term operational and planning needs for efficiency and effectiveness of the counties and the local units of government. NIACOG programs are a reflection of the needs of its members. Groups which have received assistance include city and county governments, school districts, local economic development corporations and community based groups and committees. Assistance is available in a variety of areas including: Community Development, Economic Development, Grant Writing and Administration, Housing, Personnel, Planning, Safety Training, Technical Assistance, Transit Administration, Transportation Planning, Recreation Planning and other community programs.

The creation of this document is the result of joint efforts from local transit providers, policy makers, units of government, human service organizations, and the general public. This document is meant to provide a better understanding of the passenger transportation services provided in past years and currently, as well as to serve as a guidance mechanism for future passenger transportation decisions. Background information on passenger transportation services, current operations, an evaluation of the needs of services, availability of financial resources, and a look at the future of passenger transportation for the planning region will all be illustrated in this document.

The Passenger Transportation Planning process is designed to coordinate health/human service transportation and public transit to promote and further develop the public transportation systems. Regularly participating agencies include Mason City Transit, Region 2 Transit, Elderbridge Agency on Aging, United Way of North Central Iowa, Mercy Medical Center-North Iowa. Other agencies that have provided input include, North Iowa Community Action, Cerro Gordo County Public Health and several human service agencies and providers of Region 2 Transit Services. The Region 2 Passenger

Transportation Plan (PTP) will cover a five (5) year period (FY2014 – FY2018) and provide passenger transportation projects for inclusion in the regional Transportation Improvement Program (TIP). The PTP will provide the basis for efficient and effective passenger transportation resource allocation for operations, maintenance, and service development; as well as determining/addressing service duplication and gaps in the provision of needed services. The PTP is a required element for the Region 2 RPA's annual Transportation Planning Work Program.

The original plan is composed of several sections exploring and describing many aspects of the passenger transportation system in the Region 2 service area. **SECTION TWO: Inventory** provides a brief description of passenger transportation operations that exist in the service area. **SECTION THREE: Needs and Gap Analysis** will provide an overall background of the social and economic characteristics of the region and how these characteristics impact the passenger transportation providers and users. **SECTION FOUR: Funding** identifies financial resources from local, state and federal sources that could be utilized to maintain and improve the passenger transportation service delivery in the Region 2 area. **SECTION FIVE: Recommended Projects** includes identified projects for programming as well as generally descriptive goals and objectives for passenger transportation in the Region 2 area.

As this is an update of the existing PTP, summaries are provided for the Process, Projects, Other Recent Developments and Changes recommended by the TAG.

SECTION ONE: Introduction and Process Discussion will provide a summary of the Region 2 area and the process undertaken for transportation coordination and activities.

SECTION TWO: Projects Update will provide a summary of the Goals, Actions steps and potential projects to meet the goals

SECTION THREE: Other Recent Developments will provide a summary of activities that have taken place over the past year, changes that have taken place, recent developments in regards to passenger transportation, service providers, etc.

SECTION FOUR: TAG Recommended Changes or Projects will provide a summary of identified changes to projects so that they can be implemented such as a new funding opportunity of service need.

Minutes of the TAG meetings are provided as an attachment as well as the Transit Element of the RPA 2 TIP .

SECTION ONE: Introduction and Process Discussion UPDATE

RPA 2 staff continues to be the lead entity for the development of the Region 2 PTP. Mason City Transit and Region 2 Transit are the primary providers of public passenger transportation in the Region. Region 2 Transit continues to provide service through a brokered system, many of the providers being human service providers. Region 2 providers have not changed and Mason City Transit still utilizes Cerro Gordo Public Transit for the paratransit service in the City.

The public input process has not changed much. The RPA 2 staff relay pertinent information regarding passenger transportation to TAG members. Information may include relevant Region 2 Transit information, Federal Legislation information, Mason City Transit information, NIACOG newsletter, IDOT information among other things. The TAG has meetings scheduled every month. However, there have been times that a meeting was not warranted, so it was cancelled until the next month. (Meeting minutes for FY 2012 attached)

MAP-21 will bring significant changes to the provision of passenger transportation. Funding at the Federal level is either stagnant or reduced for the most part and elimination of New Freedoms and JARC programs will directly impact Region 2 passenger transportation.

While the Region 2 TAG has responded to changing needs of passengers, MAP-21 changes and changes at the State level may start to hinder the ability of the TAG to continue to be able provide services for customers. Operating expenses of the systems and reduced federal and state funding require ever increasing local commitments. It is hoped that entities that have supported the system in the past continue to do so in the future.

SECTION TWO: Projects UPDATE

Many projects have been identified in the PTP including capital projects such as building improvements, communication equipment improvements and vehicle replacement and expansion. Below is a list of identified projects. The status of the Mason City and Region 2 Transit Fleets will be summarized by the vehicle replacements and ongoing fleet needs.

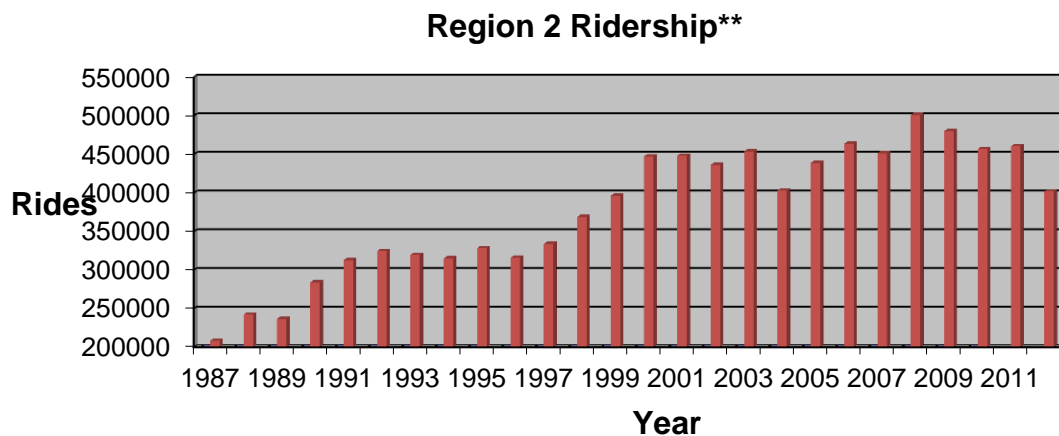
Following is a status report of identified projects and or goals:

Goal: Provide Quality Public Transit Operation through Region 2 Transit

Action: Region 2 Transit's mission is to provide safe, dependable, and efficient public transit services for all citizens within its service area in a manner that will help them maintain and improve their quality of life. This will be accomplished by continued operation of the system to the most effective and efficient level as possible, by utilizing funding sources for projects listed in the aforementioned TIP page.

Partners and Resources: Region 2 Transit, FTA, IDOT/FTA, local funds and contract revenue.

UPDATE: This is an ongoing effort of the Region 2 Transit system. The service has continually improved operations and made capital investments to provide public transportation at a cost that is affordable to the vast majority of the traveling public.



**The chart above reflects reporting of the previous year's total ridership. i.e. 2012 reflects ridership totals for the previous fiscal year ending June 30, 2012.

Goal: Upgrade and Maintain Region 2 Transit Fleet

Action: Region 2 Transit plans to replace approximately 12 to 14 vehicles per year. However due to lack of funding is generally only able to replace 2 to 4 vehicles per year. An increase in federal funding will enable Region 2 Transit to maintain a bus replacement schedule according to FTA/IDOT guidelines.

Partners and Resources: Region 2 Transit, FTA, IDOT/FTA, local funds, private funds and contract revenue.

UPDATE: MAP-21 is expected to reduce the amount of funds available for bus and capital replacement. While the State is proposing other funding to make up some of this lost funding, it will not be at the levels seen in the past which were in themselves inadequate to maintain the fleets across the State.

Goal: Expand the Region 2 Transit Fleet to meet demands of clients.

Action: Region 2 Transit will request STP funds to purchase expansion vehicles as needed and as local matching funds are available.

Partners and Resources: Region 2 Transit, RPA 2 Technical Committee, RPA 2 Policy Board, FHWA, FTA, IDOT, local funds, private funds and contract revenue.

UPDATE: MAP-21 has also impacted STP funding and Region 2 RPA will see less funding available for road and bridge projects. This may affect whether or not the RPA will allow STP funds to be used for expansion vehicles.

Goal: Centralize and Coordinate Dispatch Capabilities.

Action: Presently, Region 2 Transit has its own custom built program, which creates reporting, accounting and vehicle maintenance functions in conjunction with improved dispatch capabilities. The expansion of the dispatch area has further enhanced the coordination, administration, and dispatch capabilities for the Regional Transit system and its various human service providers.

Partners and Resources: Region 2 Transit, FTA, IDOT, local funds.

UPDATE: Region 2 Transit has continually made improvements to the dispatch capabilities of the system.

Goal: Upgrade and Maintain the North Iowa Joint Use Transit Facility

Action: Region 2 Transit and Mason City Transit will continually upgrade and maintain the transit facility.

Partners and Resources: Region 2 Transit, Mason City Transit, FTA, IDOT, local funds, RIIF, STP.

UPDATE: There are no plans to add additional space to the facility. Maintenance activities are ongoing though.

GOAL: Upgrade and Maintain Mason City Transit Fleet

Action: Mason City Transit plans to replace approximately 2 vehicles per year depending upon the availability of federal grant funds and local matching funds.

Partners and Resources: Mason City Transit, FTA, IDOT/FTA, local funds, private funds and contract revenue.

UPDATE: The programming of replacement vehicles will continue so that the system has reliable vehicles, that are more cost effective to maintain.

GOAL: Increase Awareness of Public Transit

Action: Continue to promote and market the public transit system.

Marketing Mason City Transit and Region 2 Transit has been an ongoing effort. Marketing efforts have included: brochures, NIACOG newsletter articles, community visits, community service meeting presentations, newspaper ads, Mason City newsletter and website, yellow page listings and the internet. Arguably, some of these efforts have proven more fruitful than others. But the need for continued marketing and promotion of the system continues.

Partners and Resources: Mason City Transit, Region 2 Transit and NIACOG staff (newsletter and website), Region 2 TAG, IDOT, IPTA, RSVP, local media, community service organizations, health and human services organizations and providers.

UPDATE: The transit systems have continued with various marketing efforts as have been done in the past. Each new service has had a dedicated brochure created for that service.

Action: Communication

Mason City Transit and Region 2 Transit need to communicate the availability of the public transit service to those who may need or want to utilize it. Transit users need to communicate their needs to providers as well. Groups or organizations that could provide input may include: care centers, schools, congregate meal sites, major employers or major retailers.

Partners and Resources: Mason City Transit, Region 2 Transit, Region 2 TAG, local media, community service organizations, health and human services organizations and providers.

UPDATE: Region 2 Transit continually works with the service providers to improve the service provision and accommodate the needs of users. The United Way North Central Iowa has had several press releases and promotion events of the services they are involved with.

Goal: Affordable Passenger Transit Service and Funding

Action: Educate Financial Partners about the Need for Adequate Funding for Passenger Transit Service

Funding is critical for adequate delivery of passenger transportation services; whether this service is provided by public transit or through another provider. Education of the public, local governments and legislators on both the State and Federal level regarding the importance of passenger transportation is the key.

Partners and Resources: IDOT, IPTA, Federal and State Legislators, County and City Governments, Elderbridge Agency on Aging and United Way, Mercy Medical Center North Iowa.

UPDATE: Region 2 Transit and Mason City Transit have continued to provide safe reliable service and improved their respective fleets without fare increases. Through the use of New Freedoms and JARC funding the Region 2 Transit System has been able to expand service delivery. Specifically, New Freedoms funding and matching funds from the United Way of North Central Iowa are allowing for a twice weekly medical shuttle to University of Iowa Hospitals and Clinics (Saints Shuttle). JA/RC funds allow Region 2 Transit to continue to provide afterhours service in Cerro Gordo County. More recently, the United Way North Central Iowa and Region 2 Transit's partnership has created the "Fort Dodge Dash" as the Iowa Care hospital areas have changed. This is being funded by STA Special Project and United Way of North Central Iowa funding. Now, the Marshalltown Missile has recently applied for STA Special Project funding along with United Way funding to provide service to Marshalltown as a result of another shift in medical care provision for Iowa Care customers.

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Action: Increase Efficiency

Increased efficiency will allow for better delivery of service. Combining trips both internally and

working to develop a system that will allow for the combination of trips externally will improve efficiency and coordination.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG staff, IDOT, Region 2 TAG, and passenger transportation providers.

UPDATE: Region 2 Transit is continually striving to be as efficient as possible to control costs and be able to continue to provide safe reliable transportation.

Goal: Retain and Recruit Quality Drivers

Action: Retain Quality Drivers

Safe, honest, dependable and insurable drivers are, at times, difficult to find and retain. Financial incentives, benefits and flexibility are all pieces of compensation packages that will assist in the recruitment and retention of drivers. Driver training programs and education are ongoing and should be combined with other agencies when at all possible. These efforts will provide for better and more efficient training.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG, IDOT, School Districts, and transportation providers.

UPDATE: Both Mason City Transit and Region 2 Transit have had a fairly stable pool of full and part-time drivers. Both systems receive positive comments from passengers on the quality of the service they receive.

Action: Develop a Private Volunteer Driver Program

Training, licensing, time requirements, insurance, liability and a high level of responsibility make it difficult to find volunteers for providing transportation services outside of traditional transit services. The agencies listed below could provide guidance and assistance to help various agencies develop volunteer driver pools.

Partners and Resources: Mason City Transit, Region 2 Transit, NIACOG, IDOT, and transportation providers, Insurance Companies.

UPDATE: This effort has not been actively pursued.

Goal: Provide Additional After Hours Service

Action: Evaluate the Need for Expanded Public Transit and After Hours Service

Based on input from MAP Workshop attendees and continuing through additional TAG meetings,

many feel that the services is not accommodating to passengers in the evening hours. Budget restraints and fewer riders make it hard to justify a dedicated service. Local cab companies provide service after the regular transit service, albeit at a much higher cost. After hours and evening service is complicated due to the small number of rides that can be provided combined with the high cost of having a vehicle and driver available. If Mason City Transit and/or Region 2 Transit could partner with other agencies to share the expense of the service, it may be feasible to provide this service.

Partners and Resources: Mason City Transit, Region 2 Transit, Local governments, human service agencies, employers.

UPDATE: This continues to be a need as described by employment services and through requests but beyond the JA/RC activities described below, nothing has been developed to provide additional hours of service.

Action: Submit Continuation JA/RC application

Submit a JA/RC application to continue to fund a demand-response service that operates between the hours of 6:00 p.m. – 10:00 p.m., Monday through Friday and 8:00 a.m. – 12:00 p.m. on Saturdays. Service will be available for the entire Cerro Gordo County area. The purpose of this service is expanded service hours, beyond normal operating hours of the Cerro Gordo Transit/Region 2 Transit, to provide opportunities for persons to attend employment opportunities during evenings and weekends. The project is a continuation of previous JA/RC contracts. The service will be open to the public and may be used to accomplish the above listed Action as well. The project is expected to cost \$63,500. Region 2 Transit will apply for \$30,000 in JA/RC funds to be matched with STA funds of \$30,000, and passenger fares of \$3,500.

Partners and Resources: Cerro Gordo Transit/Region 2 Transit, IDOT (STA), human service agencies, employers.

UPDATE: As MAP-21 has eliminated dedicated JARC funding, it is hoped that the increased formula funds will allow for this service to continue. The TAG is continually looking for ways to fund expanded service in the area.

Goal: Increase Availability of Services

Action: Explore Creation of an “Express Route” in Mason City.

Participants in Region 2 TAG meetings indicated an interest in an express route between the west

side of Mason City to various shopping/retail and medical destinations in the heart of Mason City. Several comments were that many people don't want to ride the regular route due to the time, but if there was an express route, they would be more inclined to utilize the service.

Partners and Resources: Mason City Transit, Region 2 Transit, nursing homes, retailers.

UPDATE: This has not been pursued. Mason City Transit continually evaluates the needs and requests of passenger to ensure that the fixed route service is meeting riders' needs. As these needs change the routes can also be changed.

Action: **Continue Medical Service to Iowa City.** Provide weekly, monthly or, quarterly transit service for medical trips to Iowa City by coordinating with the area nursing homes, medical clinics, social service organizations and local governments.

Partners and Resources: Region 2 Transit, Elderbridge, United Way of North Central Iowa, Mercy Medical Center-North Iowa, are nursing homes, medical clinics, social service organization and local governments.

UPDATE: This service and the partnership developed is seen as a success and also led to the same partnership for a shuttle to Fort Dodge as described later. MAP-21 has eliminated New Freedoms funding so this may affect this service. The TAG is continually seeking ways to provide financial support for activities identified as needs in the area.

Action: **Develop Medical Shuttle for Iowa Cares Patients to Fort Dodge.** Discussion of a need for service to Fort Dodge arose as a result of restructuring of Iowa Cares. The Region 2 TAG developed cost estimates and proceeded to submit an application for STA Special Projects funding to provide the service for two days per week.

Partners and Resources: Mercy Hospital, Region 2 Transit, United Way, Area Human Service Agencies, IDOT OPT.

UPDATE: The STA Special Projects Application was funded to provide the service to Fort Dodge. Following this, the IDOT OPT developed another funding mechanism to also provide this service. Region 2 Transit will coordinate which funding mechanism based on riders and destination. Since that time the Fort Dodge hospital has been inundated with customers so now Iowa Cares patients in some areas of the Region 2 area must travel to Marshalltown. Region 2 Transit is submitting an STA Special Projects funding application, along with matching funds from United Way of North Central Iowa, to provide a shuttle service patterned after the Iowa City and Fort Dodge services.

Goal: Increase Passenger Transportation Coordination

Action: Coordination of transit service has always been a high priority for Region 2 Transit and Mason City Transit as has been evidenced by the cooperation shown in the Joint Transit Facility and Region 2 Transit providing paratransit services in Mason City through Cerro Gordo Public Transit. While coordination with the United Way of North Central Iowa, Elderbridge Agency on Aging, Mercy Medical Center North Iowa, social service agencies, transit providers and local governments have been successful, further efforts can and should be pursued.

Partners and Resources: Region 2 Transit, Mason City Transit, RPA 2 TAG, NIACOG, United Way of North Central Iowa, Elderbridge Agency on Aging, Mercy Medical Center North Iowa.

UPDATE: Region 2 Transit is primarily served through providers that are local government administered, human service agency administered, or privately run. Region 2 continually works with its' providers to address the needs of the providers as well as the clients or passengers. The addition of a Travel Navigator may enhance these efforts. The creation of the Saints Shuttle described above is an example of increased passenger transportation coordination. Several entities were involved in the development of the service including Elderbridge which surveyed clients and service providers and provided input to address needs, United Way of North Central Iowa with input to address needs and 50% matching funds, Mason City Transit provided input and Region 2 Transit which provided input, will coordinate rides and will operate the service.

Action: Full utilization of vehicles would increase efficiency in passenger transportation. Capital vehicle purchases are extremely expensive and these units need to be utilized as much as possible. Buses and vans at elderly care facilities, workshops, or other entities that provide less than a few rides per week or travel less than a few thousand miles a month or year are inefficient. Coordination or management of these units by Region 2 Transit would increase the utilization of these vehicles, provide increased transportation opportunities and coordination and likely reduce costs.

Partners and Resources: Region 2 Transit, Elderly Care facilities, Elderbridge

UPDATE: Region 2 Transit provides passenger transportation to many of the facilities listed above even if they have their own vehicles. It is unlikely that many of these facilities could give up their vehicles due to afterhours trips or other needs. This has not changed.

Action Hire A Mobility Manager For Better Coordination Of Passenger Transportation Service.

Partners and Resources: Region 2 Transit, Service Providers, Human Service Agencies

UPDATE: Region 2 Transit has hired a Travel Navigator. This position was funded for three years through New Freedoms funding. However, since MAP-21 has eliminated New Freedoms as a program. This position will be funded with remaining JARC funding. It has not been determined if the Travel Navigator position will be continued in the future.

SECTION THREE: Other Recent Developments UPDATE

As was stated in the full 2011 PTP, the NIACOG region experienced a 92% increase in its minority population over the past decade rising from 2,642 to 5,072. Although when considered as a percentage of the Region's overall population, the approximate 2% increase from 1.9% to 3.8% seems relatively minor. However, many individual communities have been significantly impacted by the changing population. In Franklin County for example, the county's minority population experienced a 4.8% minority population increase with the county seat, Hampton, seeing its Hispanic population of 117 in 1990 increase to 463 in 2000, a 295% increase, or 10% of its population. In a neighboring community, Latimer, the Hispanic population has grown to nearly 20% of the community's 535 population. The expanding Hispanic population may increase the need for Spanish speaking drivers and transit marketing materials.

TOTAL AND MINORITY POPULATION 1990 - 2000

County	1900 Population	Minority Population	Minority Percent	2000 Population	Minority Population	Minority Percent	%Chg.
CERRO GORDO	46,733	1,573	3.4	46,447	2,470	5.3	+1.9
FLOYD	17,058	152	0.9	16,900	434	2.6	+1.7
FRANKLIN	11,364	180	1.6	10,704	704	6.4	+4.8
HANCOCK	12,638	170	1.3	12,100	404	3.3	+2.0
KOSSUTH	18,591	159	0.9	17,163	296	1.7	+0.8
MITCHELL	10,928	69	0.6	10,874	122	1.1	+0.5
WINNEBAGO	12,122	212	1.7	11,723	426	3.6	+1.9
WORTH	7,991	122	1.5	7,909	216	2.7	+1.2
REGION	137,425	2,642	1.9	133,820	5,072	3.8	+1.9

Source: 2000 Census

LEP

English Proficiency Accommodations

Region 2 Transit and Mason City Transit, are in part, federally funded agencies, that take reasonable steps to ensure meaningful access to their programs and activities by Limited English Proficiency (LEP) persons. While designed to be a flexible and fact-dependent standard, the starting point is an individualized assessment that balances the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the program to people's lives; and
4. The resources available to the grantee/recipient or agency, and costs. The goal of English Proficiency Accommodations by Region 2 Transit and Mason City Transit is to find a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on the organization.

As shown in the chart below, there are very few non-English speaking persons in the RPA 2 area. The percentage of persons 5 years and over who speak other than English at home for the state of Iowa is 5.8%, while the RPA 2 area is at 4.3%. Seven of the eight counties in the RPA 2 area are below that state percentage of persons who speak other than English. Franklin County was the only county with a percentage higher than the state. When looking at the racial, ethnic makeup of the population in Franklin County, 7.4% of the population is Hispanic or Latino.

County	Estimated # of persons 5 years & over who speak other than English at Home	Percentage of Population
Cerro Gordo	1,502	3.4%
Floyd	525	3.3%
Franklin	742	7.4%
Hancock	531	4.7%
Kossuth	485	3.0%
Mitchell	420	4.1%
Winnebago	541	4.9%
Worth	259	3.5%
RPA 2 Area	5,005	4.3%

Source: U.S. Census, 2000

The City of Hampton, located in Franklin County has many citizens of Hispanic origin. Hispanic persons are attracted to the City by employment at various agricultural production facilities of hogs, chickens and eggs. These facilities are located in Franklin County as well as surrounding counties. According to the Hampton-Dumont School District Profile prepared by the ISU Office of Social and Economic Trend Analysis (SETA) in April 2005 using 2000 Census data, a total of 56 households in Franklin County were defined as linguistically isolated households (a household in which all members 14 years of age or older speak a non-English language and also have difficulty with English).

Region 2 Transit and Mason City Transit have assessed the frequency with which staff and drivers have, or could have, contact with LEP persons. Both systems have had very little if any contact with LEP persons. LEP persons are likely to have English speaking persons schedule rides through the Region 2 demand response and Mason City Para transit system. The fixed route system in the City of Mason City has had very little if any contact with LEP persons. Neither service has had requests for interpreters or translation services.

Planning already undertaken has been important in ensuring meaningful access to LEP individuals seeking passenger transportation services and information. Guidelines suggest that vital written materials routinely provided in English also are provided in regularly encountered languages other than English. Vital documents need only be translated when a significant number or percentage of the population eligible to be served, or likely to be directly affected by the program/activity, needs services or information in a language other than English to communicate effectively.

Meaningful access to a program requires an awareness of the program's existence, particularly when considering outreach or other documents designed to raise awareness of rights or services. Region 2 Transit and Mason City Transit recognize that it would be impossible, from a practical and cost-based perspective, to translate every piece of outreach material into every language. Title VI does not require

this of recipients of federal financial assistance, and EO 13166 does not require it of federal agencies. Nevertheless, because in some circumstances lack of awareness of the existence of a particular program may effectively deny LEP individuals meaningful access, it is important for Region 2 Transit and Mason City Transit to continually survey/assess the needs of eligible service populations in order to determine whether certain critical outreach materials should be translated into other languages. This monitoring has been identified as an on-going need in the RPA 2 PTP, particularly in Franklin County. It may be an identified project in the near future if area providers indicate requests .

The Region 2 Transit System, through its many service providers, will continue to monitor the needs of current and future riders. If it is determined that the need has increased to the point of necessity, a plan will be implemented to produce marketing materials in the necessary language. The largest non-white population in the area is Hispanic or Latino, so it would be safe to assume that Spanish would be the targeted language of marketing materials for those that don't speak English.

MAP-21 and Public Transit

Moving Ahead for Progress in the 21st Century or, MAP-21, as it is commonly referred to, is the surface transportation reauthorization act signed by the President in July 2012. MAP-21 covers 27 months until September 30, 2014.

MAP-21 transit provisions are as follows:

- Total funding levels will remain fairly constant at \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014; and with 20 percent of the program funded with general funds and 80 percent from Mass Transit Account.
- Job Access Reverse Commute Program was eliminated and combined with the urban and rural formula programs
- New Freedom Program was eliminated and combined with the urban and elderly/disabled formula programs
- Bus and bus facilities program is downsized and turned into a formula program.
 - Reduced from \$984 million to \$422 million.
 - \$65,500,000 will be allocated so each state receives \$1,250,000
 - Remaining funds will be distributed with a formula with factors heavily weighted toward major metropolitan centers.
 - Iowa will receive significantly less funding for bus replacement and facilities.

As you can see above, transit systems all across Iowa and the country will be impacted by MAP-21. While the formula dollars, funds for operating, maintenance, etc. are not impacted significantly, the bus replacement and facilities funding reductions in Iowa will severely negatively impact all of the transit systems.

Region 2 will also see significant reductions in funding and possibly service due to the elimination of the Jobs Access Reverse Commute and New Freedom Programs. While funding from these programs have been rolled into formula funding, only some of the systems in Iowa took advantage of these funding sources. Now, those systems that did not utilize JARC or New Freedoms will get those funds due to adding them to the formula and those that did utilize the programs will see that funding lessened. In Region 2 alone, the Iowa City Shuttle, Mobility Manager and evening service in Cerro Gordo County

were funded with either JARC, or New Freedoms funding in addition to local dollars. The Region 2 TAG is continuing to look for ways to continue the service into and through MAP-21, so that passenger transportation is not affected in a negative way.

There are many changes currently happening both at the State and Federal level. Not only transportation will be affected, but also programs such as Medicare, Medicaid and in Iowa, Iowa Cares. Many people are impacted by any changes to any of these programs, but especially seniors and people in poverty.

PREVIOUSLY IDENTIFIED NEEDS

Evaluation of Passenger Transportation Services (Public Input Concerning Needs)

In April of 2006, RPA 2, in coordination with Region 2 Transit, Mason City Transit and Iowa DOT, held a Mobility Action Planning (MAP) Workshop to discuss regional barriers, needs, and coordination efforts. Numerous representatives from public/semi-public agencies and a few concerned citizens from across the region were in attendance at the initial MAP meeting. As part of the workshop, attendees worked in groups to identify possible solutions to shortfalls in the current transit systems or unmet needs that should be addressed by transit providers. The groups brainstormed action plan ideas including challenges and solutions. Also identified included: who would be in charge of implementing solutions, when the problem solving would start, and how the success would be measured. Listed below are major issues that were identified in the meeting and presented for discussion at later, follow-up meetings of the Transportation Advisory Group.

Unmet needs by category	Challenges	Solutions
Inadequate rural transportation	<ul style="list-style-type: none">• Lack of centralized coordination• Liability to assist others	<ul style="list-style-type: none">• 24/7 centralized dispatch center• master inventory• educate and communicate• Individual contractors• Work with state and private insurance companies on liability• Incentive to get involved
Inadequate urban transportation	<ul style="list-style-type: none">• Availability of drivers 24/7• Expanding routes further out• Express routes• Coordinate schedules	<ul style="list-style-type: none">• Private contractor• Increased staff• Increased dollars• Schedule by demand on off hours• Private contractor• Review what works• Centralized routes• establish routes• market change• Central dispatch

Service within Region 2	<p>Capacity:</p> <ul style="list-style-type: none"> ▪ Number of buses ▪ Number of drivers <p>Funding and Scheduling</p> <p>Communications</p> <p>Geographic size of the region</p> <p>Prioritization</p> <p>Contractual obligations</p>	<ul style="list-style-type: none"> ▪ Use more smaller buses ▪ Volunteer drivers ▪ Flexibility ▪ Use other county's buses while they are in Mason City ▪ Contract with other volunteer groups (such as those at Mercy Medical Center-NI) ▪ Pursue legislation to ease liability insurance concerns (Maryland's proposed legislation) ▪ Networking between counties; so they can call-up and access each other's schedules. ▪ Lobby city councils and the state Legislature ▪ Allow other county's residents flexible options ▪ Communications between agencies ▪ Collaboration between service providers <ul style="list-style-type: none"> ▪ Education of <ul style="list-style-type: none"> ✓ Service providers ✓ Agencies ✓ Clients/families <p>Incorporation of ITS technology</p> <ul style="list-style-type: none"> ▪ Share county drivers while in Mason City ▪ Have all counties take the same days off (holidays) ▪ Delays <ul style="list-style-type: none"> ✓ Weather ✓ Mechanical ✓ Medical <p>Communications</p>
Service Between Regions	<p>No coordination with other regions</p> <p>Cost effectiveness</p> <ul style="list-style-type: none"> ▪ Volume of rides ▪ Funding <p>Transportation services to:</p> <ul style="list-style-type: none"> ▪ Iowa City ▪ Mayo Clinic ▪ Waterloo <p>Volunteer drivers—liability concerns</p>	<p>Increase communications and coordination with other transit service providers</p> <p>Service providers call into regional dispatch when a transportation need arises.</p> <p>Set up a shuttle to coordinate all human service agencies' demand for medical trips outside of Region 2; for example, the first Monday of each month-a van will transport all patients desiring to go to Mayo</p> <p>Research and data collection</p>

As can be seen above, the major issues included coordination, communication, funding, scheduling, and cooperation. To clarify coordination, in the context of the transit discussion, some participants felt that if they had known a bus was making a trip to a certain place, they would have utilized it at that time instead of waiting or not utilizing it at all (see comment below). Some issues can be addressed simply, while others are very complicated. They also vary depending on whether the service is an urban fixed route system or a rural demand response system. The issue of schedule sharing can be utilized on some levels in a rural setting if a provider is making the same trip on the same schedule. One comment was, "...had I known the bus would be in town, I would have utilized the service." The problem in this specific instance is that the provider of a demand response system doesn't know when they will be in that particular town which would make it nearly impossible in this case to coordinate so that the passenger could have utilized the service that day. However, better communication between the general public, institutional users and the provider as to how and when the service operates could alleviate some of these challenges. The largest issues differed among the providers and the users with the passenger transportation providers noting challenges with rising costs, driver/bus availability, administrative requirements, good driver qualifications, and accurate route timing. User challenges included limited hours/days of service, and a lack of knowledge of services provided.

In addition to the information provided by the workshop attendees, a Passenger Transportation Services Survey was given to transportation providers as well as health and human service organizations from the NIACOG region and across the state to complete prior to the MAP Workshop. This survey was to gather information on the various services throughout the Region and the State to determine services provided, opportunities for coordination and any gaps in services. Common regional challenges include lack of funding, affordability of services, lack of coordination incentives, and Federal or State regulations

NIACOG representatives were also in attendance at the Statewide MAP Workshop, in which numerous human service and transit organizations shared their success stories or their struggles. Statewide findings are similar to those in NIACOG's regional efforts. A joint consensus was reached that providing safe, efficient, and affordable transportation to those that need it the most should be the main goal in future planning efforts.

The Transportation Advisory Group has met several times since the initial development of the PTP and the MAP Workshop activities and met again for this update. The issues have not changed, nor have any new solutions been proposed. Utilization of ITS was seen as a possible solution to some of the demands on the Regional Transit System. However, upon further investigation, cost estimates and reports from other systems that are trying to utilize the State selected ITS vendor, it was determined that due to the lack of actual operation and extreme cost over runs, the Region 2 Transit System would pursue ITS/Computer aided dispatch through another vendor. It is expected that this approach will produce a better product at far less cost. This demonstrates a commitment to providing the best service in the most cost effective manner.

Another issue that is seen as an impediment to better passenger transportation service is funding. Sources of financial support are limited and for the most part, already committed. Mason City Transit and Region 2 Transit System's funds are already budgeted for bus replacement, capital expenditures or on-going operation expenses. Without new funding, new initiatives cannot happen except at the detriment of existing, superior passenger transportation services. Through the ongoing discussions at the TAG meetings, it has been shown that the issues haven't changed much at all, as well as the fact that many of the issues could be solved if there was more funding from other parties.

Status of Previously Recommended Projects

Several previously recommended projects have been completed in the past year. Those projects or Goals have primarily been improved efficiency, fleet replacement, fleet expansion, operations and maintenance and the continuation of the JA/RC project. Stimulus funding was instrumental in the replacement of the Region 2 and Mason City Transit vehicles.

Other Recent Developments

A team from RPA 2 attended the Iowa Institute for Transportation Coordination in Des Moines in June 2011. The team consisted of staff from United Way of North Central Iowa, Elderbridge Agency on Aging, two Region 2 Transit staff and NIACOG staff. At the Institute, staff participated in various workshop presentations to see best practices and get information from other transit professionals across the state and around the Country. The team then cooperatively developed 90 and 180 day action plans identifying projects and actions to implement projects. All of the project identified during the workshop have been implemented or further discussed. The Region 2 TAG continue to build on successes.

Service Needs

Service needs in the Region have not changed much over the last several years. The addition of a maintenance facility for the Region 2 and Mason City Transit was intended to produce a cost savings on maintenance and repairs as well as being able to extend the life of the fleets. The average mileage on the Region 2 Transit fleet is 88,453 miles, while the average age is 6.16 years. The average mileage of the Mason City Transit fleet is 138,276 miles, while the average is 7 years. Reducing the mileage and age of the respective fleets generally reduces repair and replacement expenses.

Update: Service needs continue as well as the need to add additional staff to keep up with the service and repair needs of the vehicles. The average age of the Region 2 fleet has improved considerably due to the replacement and acquisition of 25 vehicles. Mason City has not seen the same benefits, even with recently replacing 5 vehicles, as that fleet's age and mileage continue to increase.

Management Needs

Management needs include readily available, skilled drivers. While the driver pool for both Mason City Transit and Region 2 Transit has been relatively stable, there seems to always be a need for drivers at the regional and municipal level.

Update: Both the Region 2 Transit providers, Cerro Gordo Transit and Mason City Transit continue to seek the best drivers.

Fleet Needs

Fleet needs include replacement as well as expansion vehicles for the Region 2 Transit System as well as Mason City Transit. The Regional Technical Committee and Policy Board of RPA 2 has supported approximately a vehicle per year for the expansion of the Region 2 fleet. In many instances, these STP funded vehicles are used to compensate for the lack of funds to replace aged and failing vehicles in the fleet. With the new requirements of MAP-21, it is unknown whether or not this practice will continue in the future. Certain policies that restrict the replacement of vehicles due to other vehicles not meeting mileage thresholds can also be an issue. Some vehicles cannot meet mileage thresholds due to restrictions placed on the vehicles due to their age or mechanical condition. It is not feasible to invest more funds into these vehicles, yet they also can't be replaced. Many of the providers for Region 2 Transit are impacted by the lack of funds and replacement policies as they must continue to repair vehicles or reduce service due to breakdowns or safety concerns. The Region 2 Transit Fleet consists of 92 vehicles. The

average mileage on the Region 2 fleet is 88,453 miles. This is a decrease in average mileage of the fleet since last year when it was 94,305 miles. The average age of the Region 2 fleet is 6.16 years. The Mason City Transit fleet consists of 14 vehicles with an average age of seven (7) years and 138,276 miles. Less miles and age on a vehicle generally means less maintenance and repair which in turn means less costs.

Update: The average and mileage of the Region 2 fleet has improved considerably due to the replacement and acquisition of 25 vehicles. Mason City Transit was able to replace 5 vehicles, which has greatly improved the average age of the Mason City Transit Fleet.

Facility Needs

Facility needs are currently being met with the expansion of the Joint Transit Facility. There is currently no need for additional facilities at this time.

Update: Facility needs have not changed.

As can be seen from the above, many things have not changed in the RPA 2 Region concerning passenger transportation service delivery. However, there are several Goals and Actions that have occurred in the past year including the Saints Shuttle and hiring of the Mobility Manager/Travel Navigator. The partnering of the United Way of North Central Iowa and the Region 2 Transit System to accomplish a project identified by the Region 2 TAG can be seen as a springboard for other agencies to cooperate to improve passenger transportation in the area. While the recent Stimulus funding was critical to replacing an aging fleet and freeing up maintenance dollars, the main issue of “not enough funding” still exists. Without additional funding, in a few short years the transit systems will be in the same position as before the additional funding. The Region 2 Transit System, Mason City Transit, Health and Human Service providers, city and county governments are providing the best and most efficient service possible in the area.

SECTION FOUR: TAG Recommended Changes or Projects

**Region 2 RPA
Transportation Advisory Group
May 10, 2012
8:30 AM**

Minutes

Members present: Alice Ciavarelli - MMCNI, Alice Phillips – The ARC, Cindy Johnson – NIACOG, Jennifer Kammeyer – United Way, Kevin Kramer – NIACOG, Teresa Collins - NIACOG

1. Call to order

Meeting was called to order at 8:40 a.m.

2. Saints Shuttle update

Teresa reported on the activity of the shuttle:

- *been in operation since February 1st.*
- *February- 6 trips and provided 19 rides*
- *March- 8 trips with 39 rides*
- *April 6 trips with 13 rides*

3. Ft. Dodge Dash update

Teresa reported on the activity of the Dash:

- *started on April 10th.*
- *Made 4 trips of the 7 scheduled and have provided 12 rides*
- *No one has went on a Monday trip, as of yet.*
- *Passenger showed up this Monday, but did not make a reservation. Claimed she was told by "IowaCare" that she only needed to show up.*

4. TransitCares update

Kevin reported that we began offering the service to IowaCare patients on May 1st. Press release was sent out and an interview was done with KIMT. The Iowa DOT sent their press release out on the 7th. The DOT will be soon be sending out letters and brochures to all IowaCare members.

Kevin discussed updating the already printed "Saints Shuttle" brochures to reflect the TransitCares fare. Jennifer suggested that we have a label placed in the brochure rather than reprint and offered to have her staff accomplish this. Kevin will have a brochure printed for the Ft. Dodge Dash that will include the TransitCares information.

Kevin also reported that last week a Facebook page was created that announces these new services. They have also registered a new domain name for their webpage. The new domain is www.RSBUS.org.

5. Review IITC Timeline

Kevin passed out the Timeline that was created as part of the Iowa Institute of Transportation Coordination that some of our members attended last summer. To date, all the items, with the exception of item #11 (11.Share Ideas from ITCC; Show Partnership Benefits with Economic Development) have been completed. Jennifer has invited Brett Willett of the North Iowa Corridor EDC to attend a future meeting.

6. Other Discussion, Issues, Ideas

Kevin suggested that everyone come up with some new ideas and that some brainstorming be done at a future meeting to come up with some new projects for the group. Some suggestions were: expand on the current JARC offering, look at the Ottumwa bike rack project and see if this is something that we would want to do here.

7. Next Meeting Date – June 14, 2012

8. Adjourn

Meeting adjourned at 9:15 a.m.

**Region 2 RPA
Transportation Advisory Group
June 14, 2012
8:30 AM**

Minutes

Members present: Alice Ciavarelli - MMCNI, Alice Phillips – The ARC, Cindy Johnson – NIACOG, Jennifer Kammeyer – United Way, Kevin Kramer – NIACOG, Teresa Collins – NIACOG, Chris Diggins – NIACOG Also present: Brent Willett – North Iowa Corridor Economic Development Corp.

1. Call to order

Meeting was called to order at 8:40 a.m.

- 2. Review Minutes from May 10, 2012 (Attached)** A motion was made by Kammeyer, seconded by Otto to approve the minutes as presented. All present voted aye and the motion passed unanimously.

3. Saints Shuttle update

Teresa reported on the activity of the shuttle:

- *been in operation since February 1st.*
- *April 6 trips with 13 rides*
- *Teresa working on May rides*

The Saints Shuttle has expanded the opportunities for riders to board the Saints Shuttle by adding stops in Charles City, Waverly and Waterloo. The same fares and requirements apply and the service is open to the public as well. With the new stops, riders can get on or off at any of the stops along the way. (i.e Mason City to Waterloo)

4. Ft. Dodge Dash update

Teresa reported on the activity of the Dash:

- *started on April 10th.*
- *April – 14 adult riders, with no Iowa Cares riders during April. Alice Civarelli did provide vouchers, non in April were Iowa Cares patients*
- *Teresa working on May rides*

5. Iowa Cares update

Kevin reported that we began offering the service to IowaCare patients on May 1st. Press release was sent out and an interview was done with KIMT. The Iowa DOT sent their press release out on the 7th. The DOT will be soon be sending out letters and brochures to all IowaCare members. IDOT has yet to get some of their information out. While the service is open to the public, Iowa Cares riders must state they are Iowa Cares rider for the subsidized ride. There is no verification process.

Kevin provided updated brochures for both the Iowa Cares and Saints Shuttle.

6. Discuss, brainstorm for New Projects

Brent Willett was in attendance to address the Group regarding the IITC timeline item about the potential Economic Development opportunities for Passenger Transportation. It was explained that this topic came

up last June at a workshop attended. Members explained that they saw transportation as potentially and economic development opportunity as well as a major factor for employers and employees. The Group would like to get the ED professionals input as to transportation issues, and ideas to address those issues. Through cooperation, both entities could potentially help each other. It's just a matter of what each can bring to the table as far as needs, solutions, resources (both financial and informational). Willett stated that transportation is always a factor for employers being able to count on their employees. The Group stated that there are possibilities that if the Marketing alliance can provide input as to what the issues are, this committee could look at specific funding sources or programs and the transportation providers could develop services to address the issues. Or, partnerships could be instigated between the area employers and transportation providers, etc. Willett expressed a desire to carry the information to other members of the alliance and bring back their information.

Following the ED discussion, future projects ideas were discussed. The ideas include: bike racks for busses, weekend service, night-time/afterhours service both locally and to other cities, and shuttles from one city to another, i.e. Sheffield to Rockwell pool. There was also discussion of a preschool service as United Way has gotten an application to provide transportation for several preschools. These items will be further discussed to determine costs/feasibility, etc.

7. Other Discussion, Issues

In other discussion, billing United Way for the Saints shuttle was discussed. Kevin, Joe and Jennifer will work on this. Jennifer stated that United Way is very focused on kids and healthy eating. They are looking to raise funds for a backpack meal program and all unused funds need to go back to their regular pool for funding other of the many priorities United Way has.

8. Next Meeting Date – July 12, 2012, 8:30 AM

9. Adjourn

Meeting adjourned at 9:50 a.m.

Region 2 RPA
Transportation Advisory Group
July 10, 2012
8:30 AM

Minutes

Members present: Alice Ciavarelli - MMCNI, Alice Phillips – The ARC, Cindy Johnson – NIACOG, Jennifer Kammeyer – United Way, Kevin Kramer – NIACOG, Teresa Collins – NIACOG, Chris Diggins – NIACOG , Kim Doughty, Elderbridge Agency on Aging

1. Call to order

Meeting was called to order at 8:35 a.m.

- 2. Review Minutes from June 14, 2012 (Attached)** A motion was made by Kammeyer, seconded by Otto to approve the minutes as presented. All present voted aye and the motion passed unanimously.

3. Saints Shuttle update

Kevin reported on the activity of the shuttle:

- *been in operation since February 1st.*
- *May 45 rides, 2 no shows*
- *17 Rides, Iowa Cares*
- *24 Rides paying customers*
- *4 Mercy Vouchers*

4. Ft. Dodge Dash update

Kevin reported on the activity of the Dash:

- *started on April 10th.*
- *20 Rides, 2 No shows*

5. Old Business

Kramer reported that the New Freedom and JA/RC applications have been recommended for funding.

New Freedom application was to continue the Saints Shuttle. The application included funding to expand the opportunity to shuttle people to Mason City to get on the shuttle. Application has been recommended for 100% of request

JA/RC application was to continue providing the after-hours service as has been done in the past. Application recommended at 100% of request.

Diggins was to check with Willet as to the timing of his survey data to have in time for a potential JA/RC or New Freedom application.

5. New Business

Phillips stated that the ARC was have a Community Conversation to discuss such issues as transportation for clients. Transportation is a major issue, not only for employment but also quality of life.

Mason City transit is investigating Saturday service. Otto estimated the cost at \$75,000 to \$100,000.

Participants then discussed the possibility of doing a bike rack project. It was discussed as to whether or not to do it just in Mason City, or for the entire Region 2 fleet as well. Kevin and/or Pat was to check with other areas that have done this and get cost estimates. With potential federal funding changes, etc., the Committee discussed potential funding options including Enhancements. Diggins stated that the manner in which STP funds were distributed, it was unlikely that Otto could normally use STP funds. However, as this was seen as a pilot for the Region, Diggins stated he would take it to the Technical Committee and see if they were willing to fund the project off the top with STP dollars, much like what is done with Region 2 Transit bus requests. The Technical Committee meets July 19th.

6. Other Discussion, Issues

In other discussion, previous projects ideas were discussed including weekend service, night-time/afterhours service both locally and to other cities, and shuttles from one city to another, i.e. Sheffield to Rockwell pool. Nothing has developed on these. Kammeyer also stated there was nothing new to report on the transportation for preschools that was brought up in a previous meeting.

8. Next Meeting Date – August 9, 2012, 8:30 AM

9. Adjourn

Meeting adjourned at 9:50 a.m.

**Region 2 RPA
Transportation Advisory Group
September 13, 2012
8:30 AM**

Minutes

Members present: Cindy Johnson – Region 2 Transit, Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Teresa Collins – Region 2 Transit, Chris Diggins – NIACOG, Kim Doughty - Elderbridge Agency on Aging

1. Call to order

Meeting was called to order at 8:35 a.m.

- 2. Review Minutes from July 10, 2012 (Attached).** A motion was made by Kammeyer, seconded by Johnson to approve the minutes with a correction to remove Collins as being present that day. All present voted aye and the motion passed unanimously.

3. Shuttle/Special Service, etc. updates

Teresa presented several spreadsheets showing the ridership in May, June, July for Fort Dodge, and May, June, July, and August for the Iowa City Shuttle. (Sheets Attached)

- 4. Bike Rack Update** Diggins provided a report on his request for STP funds to install bike racks on the Mason City Transit busses. Basically, the Committee was not in favor of the project, but didn't say no. They did question the logic of spending road money on bike racks when they don't have enough funding to maintain the current roads. The Ottumwa bike racks were paid for through a grant from the Iowa Department of Public Health. Kammeyer said we need to look at private foundations, etc. for that funding, but not to give up on it.

5. MAP-21

Kramer provided a brief update on the new transportation bill's (MAP-21) effect on the funding level and programs. JA/RC and New Freedoms have been eliminated as programs with that funding to be rolled into formula funding. Funding for busses and other Capital will be reduced significantly as well. Diggins stated that there may be funding for the bike racks in the Enhancement fund. In going through previous projects, not all recipients spent all of their money. The final number is not yet known, but if there is money, it could be used for a bike rack project. Jennifer mentioned the NIACOG newsletter article about MAP-21 and the transportation alternative, etc. Diggins explained that much of that has to do with roads and bridges and how the Commission decides to proceed under the MAP-21 requirements, such as opting in to the transportation alternatives, or what else they will decide. Much of this is undecided at this time and will be revisited in the future. Kammeyer wants the Enhancement Committee to be a part of the TAG because she believes their priorities could be similar to the TAG's. Diggins explained that the Enhancement Committee has been focused on trail development, beautification and historic lighting projects, but that he would certainly make people aware of each other's meetings.

- 5. New Projects** There were no new projects discussed due to the questions on funding availability.

6. Other Discussion, Issues

In other discussion, Kramer provided information that the Transit Cares funding setup by the State will be ending. Services can apply for Special Projects funding which would be for 15 months. (See email attached). Kammeyer offered a motion to keep rates the same so as not to confuse the public, seconded by Doughty. All present voted aye and the motion carried. Kristin Haar joined the meeting. When asked about the bike rack project, she responded that they were good.

Kammeyer updated the group on the employer survey being conducted by the regional economic development group. Willet expects to have it completed sometime around the end of November.

8. Next Meeting Date – October 11, 2012, 8:30 AM

9. Adjourn

Meeting adjourned at 9:50 a.m. with a motion by Kammeyer, seconded by Collins.

**Region 2 RPA
Transportation Advisory Group
November 8, 2012
8:30 AM**

Minutes

Members present: Cindy Johnson – Region 2 Transit, Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Teresa Collins – Region 2 Transit, Chris Diggins – NIACOG, Kim Doughty - Elderbridge Agency on Aging, Alice Civarelli, MMC-NI, John Severtson, Opportunity Village, Pat Otto, Mason City Transit

1. Call to order

Meeting was called to order at 8:30 a.m.

- 2. Review Minutes from September 13, 2012 (Attached).** A motion was made by Otto, seconded by Johnson to approve the minutes with a correction to change the date on the minutes. All present voted aye and the motion passed unanimously.

3. Shuttle/Special Service, etc. updates

Teresa presented a spreadsheet summarizing the ridership for the various shuttle, destinations, and form of payment from May 2012 through September and Iowa City for October. (Attached) In addition the TMS system is less accommodating for customers than before. It appears they are forcing persons to use the transit systems and shuttles regardless of the schedules. Kevin will keep us updated. Fort Dodge will no longer be accepting all of the patients for Iowa Cares. And there are issues arising that will affect all customers because of Medicaid, Medicare, etc. New requirements will make it so that some persons currently eligible will not be in the future.

- 4. Bike Rack/Related Activities.** The Mason City Youth Taskforce project to locate bike racks around the community was discussed. Some thought these racks included bike racks on vehicles, but that is not the case. It was determined that with their project and activities, it could tie into passenger transportation activities the TAG is dealing with and someone from the Taskforce should be invited to the TAG meetings. As to the vehicle bike rack project, there was discussion as to how this even came about. It was clarified that this was just a potential project to promote both biking and public transit as alternative modes of transportation. With the funding and use issues, this project is being tabled for now.

5. MAP-21

Diggins stated that the IDOT staff made a recommendation to the Transportation Commission to allocate \$3,000,000 of CMAQ/ICAAP funds to capital replacement for public transit systems across the State of Iowa. This will help offset the total lack of funding for bus replacement the State is receiving this year.

- 6. Opportunity Village: Changes and Effects on Transportation.** John Severtson provided a summary of the direction Opportunity Village is heading with the placement of customers off the Opportunity Village campus for housing. In checking with customers and families, about of said they would like to move to homes throughout Clear Lake and Mason City. The other half either don't want

to move or are not appropriate to be off the campus setting. There was good discussion as to locating people and communicating with others to make sure services (public transit) are prepared to best accommodate the new residents. John stated this will not happen overnight and there are no timetables. Everyone appreciated John providing information.

7. Other Discussion, Issues

In other discussion, Pat Otto stated that there was community discussion and one of the items was regarding transportation. Those items pointed out were: No bus service to Cinema West, no benches at the shelters; Shelter at bus stop at YMCA there are riders coming from the Y that are wet or sweaty (no protection from the cold winter weather), and no weekend service and options for longer duration bus passes. There was also a handout for “people first language”. She will forward that to me and I will forward to the TAG.

8. Next Meeting Date – December 13, 2012, 8:30 AM

9. Adjourn

Meeting adjourned at 9:30 a.m. with a motion by Otto, seconded by Civarelli. It was unanimous.

Respectfully Submitted

Chris Diggins

**Region 2 RPA
Transportation Advisory Group
December 13, 2012
8:30 AM**

Minutes

Members present: Cindy Johnson – Region 2 Transit, Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Teresa Collins – Region 2 Transit, Chris Diggins – NIACOG, Kim Doughty - Elderbridge Agency on Aging, Alice Civarelli, MMC-NI, Pat Otto, Mason City Transit

1. Call to order

Meeting was called to order at 8:30 a.m.

- 2. Review Minutes from November 8, 2012.** Kammeyer asked if they were any corrections to the November 8, 2012 minutes. Otto stated she was present, but not listed in the “Members Present” list. Kammeyer stated the minutes will stand as read with the correction of adding Otto as in attendance.

3. Shuttle/Special Service, etc. updates

A spreadsheet summarizing the ridership for the various shuttles, destinations, and form of payment was presented. (Attached) The Iowa City shuttle is doing fine as is the Fort Dodge Dash; however the reorganization will affect that shuttle. (Discussed further below) The Fort Dodge Dash has had steady increases in ridership. Kammeyer stated the United Way-North Central Iowa has been doing radio spots touting the ridership of the shuttles. There have been over 670 rides on all shuttle services since inception of the first shuttle, the Iowa City “Saints Shuttle”.

4. Iowa Care Reorganization.

As stated above the Fort Dodge Dash has been very successful in providing transportation for medical and dental appointments at the Fort Dodge hospital. Unfortunately, while this is a good thing for the transit system and customers, it has not been as good for the Fort Dodge hospital. The hospital has been overwhelmed with customers and the Iowa Care system has reshuffled the “home” hospitals in this area yet again. The Region 2 area now is covered by three (3) different Iowa Care areas, with only Kossuth County going to Fort Dodge. Winnebago, Hancock, Worth, Cerro Gordo and Franklin County will now go to Marshalltown, while Mitchell and Floyd will be provided services in either Clarksville or Waterloo. This creates a problem in that the Fort Dodge Dash will lose multiple counties that customers come from. It is expected that ridership will decline significantly. At the same time there is no shuttle service to transport customers to Marshalltown. Those going to Waterloo can be served by the Saints Shuttle. There is no service to Clarksville. There was great discussion as to advocating for MMC-NI to be an Iowa Care hospital.

The Fort Dodge Dash is funded by STA Special Projects funding with local match provided by United Way of North Central Iowa. Due to the reorganization of Iowa Cares and the expected drop in ridership as well as not having a service to Marshalltown, Kevin Kramer has spoken with OPT staff as to amending the current contract or applying for funds to create a Marshalltown Shuttle and downsizing the Fort Dodge Dash. OPT staff recommended not amending the contract, but to apply for new funds. All agreed that a Marshalltown Shuttle would be necessary and made a motion to support an application to that effect. Kevin Kramer will work out details of a service and provide estimated

costs. He stated Region 2 could submit an application to OPT for STA Special Project funding as had been done with the Fort Dodge Dash. A motion was made by Kammeyer, seconded by Otto to proceed with an application with local match being provided by United Way of North Central Iowa. All present voted Aye and the motion passed unanimously.

As to the Fort Dodge Dash, Region 2 would continue you until the end of the contract if needed.

5. Other Discussion, Issues

In other discussion, Kammeyer stated she has been discussing with Otto, the prospect of having an expanded service offering after normal operating hours. Otto and Kramer provided an estimate of approximately \$112,000 to provide this service. Kammeyer stated that in her contacts with businesses, there is interest in partnering somehow to provide service for employment beyond the existing service. Otto mentioned JARC funds, but didn't know the status of those funds anymore with the new MAP-21. Diggins stated that those funds are being rolled into formula funding and it appears that left over JARC funds are being committed to continuing the Mobility Manager positions around the State through 2015. Kevin would check further and after the meeting found there was no provision for JARC funding available.

6. Next Meeting Date – January 10, 2013, 8:30 AM

7. Adjourn

Meeting adjourned at 9:30 a.m. with a motion by Kammeyer, seconded by Doughty. All present voted Aye and the meeting adjourned.

Respectfully Submitted

Chris Diggins

**Region 2 RPA
Transportation Advisory Group
February 14, 2013
8:30 AM**

Minutes

Members present: Alan Murphy – WIA Veteran’s Representative, Cindy Johnson – Region 2 Transit, Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Teresa Collins – Region 2 Transit, Alice Ciavarelli - MMC-NI, and Pat Otto - Mason City Transit.

1. Call to order

Meeting was called to order at 8:30 a.m.

- 2. Review Minutes from December 13, 2012.** Kammeyer asked if they were any corrections to the December 13, 2012, minutes. No corrections voiced. Kammeyer stated the minutes will stand as read.

3. Shuttle/Special Service, etc. updates

A spreadsheet summarizing the ridership for the various shuttles, destinations, and form of payment were presented. Teresa Collins gave a review of the three shuttles statistics.

Alan Murphy asked about the qualifications to ride the shuttles.

Teresa briefly described the revision of the medical homes and their assignments to the counties in Region 2 and that shuttles are open to the general public. Also, the Marshalltown Missile has had riders every trip except for the first day.

Alice Ciavarelli stated that the Marshalltown medical home would not accept appointments until patients’ medical records were received. Patients continued going to Ft. Dodge in the meantime.

Alan Murphy introduced to group. Alan currently is the Veterans Representative at Iowa Works Development Center. Previously he worked as a Flood Coordinator at the Workforce Center. Region 2 Transit transported many of the flood relief volunteers and workers to various sites across North Iowa.

Alan stated that medical homes and transportation services for veterans are divided by a 20-minute line from the veteran’s address. Veterans would need to travel either to Minneapolis, MN, or Des Moines, IA. Also, asked if there was a local dental service and, if so, what the cost would be. Alice described the availability of the local dental service.

Kevin Kramer confirmed the existence of a transportation van specifically for veterans with Alan Murphy.

Alice asked how heavy the need to travel Broadlawns is.

Cindy Johnson said that she has had numerous calls from veterans requesting assistance with transportation mainly to Des Moines. Cindy also said it is difficult to arrange and provide rides due to

the costs and the inability of the veterans to help with that.

Alan responded that he did not have exact totals but said any veteran interested in a ride with DAV can contact their county veteran representative to put their name on the list. Cerro Gordo Veteran Affairs Representative Rosetta Waychus coordinates rides for the veterans' shuttle.

Cindy asked how often the shuttle runs. Alan responded the number of runs depends on how many veterans call for service but most likely every week.

Pat Otto asked if the van(s) are driven by volunteers. Alan said yes.

Kevin noted that the DAV provided the van is not fitted with a lift for wheelchairs.

Kevin and Jennifer asked about the possibility of sharing transportation services or riders at any time.

Alan stated accepting non-veteran passengers was unlikely since veteran services are federally funded and a strict reporting of usage is required. Jennifer suggested TAG could discuss better equipment and services with Alan and other veteran representatives.

Kevin said that since veteran services are federally funded, there has been little progress with attempts to coordinate services and equipment in the past. Currently there is only one DAV van to provide service to all areas. Jennifer stated the focus of the TAG is to coordinate all services for all people and asked Alan to please watch for and advise us of any opportunities to combine efforts he or other reps might find.

4. Commuter Shuttle – Hancock, Winnebago Counties

Jennifer distributed copies of the new project's Strategic Initiative Development model: North Iowa Commuter Express (NICE) project. The need for extended hours and coverage of public transportation has constantly been a barrier for employers and potential employees. Recently Jennifer and Kevin visited Winnebago Industries in Forest City to hear concerns and suggestions related to transportation.

Also, Jennifer has been in contact with multiple businesses in North Iowa proposing the NICE project and reports unbelievable support from all areas in Hancock, Winnebago and Kossuth Counties. Letters of support have been received from various Economic Development departments and business owners.

Teresa Collins asked about the expansion of service to the west; what is the goal? Where and how many pickup sites are they envisioning?

Kevin said the NICE project will be modeled somewhat after Region 12's JobJet vanpool, using volunteer drivers and similar fee scale based on distance and number of riders per vehicle. The major difference between the two projects is that Region 2 will attempt to utilize existing vehicles in its fleet rather acquire new equipment.

Kevin said the vanpool concept that works the best would have the transit service provide the bus, insurance, gas and cover costs of drug-testing for the drivers. The driver(s) is a member of the

vanpool and receives a free ride to/from work.

Winnebago Industries have already conducted a study for the expense of restarting its own transportation service and decided it was too costly. They did survey the employees only in the 50401 zip code and 25 of those employees have expressed a desire to ride on the shuttle.

Alan said he has five veterans currently employed at Winnebago Industries and knew many others that have wanted to apply for employment but had no way to get back and forth.

Alice asked who pays and how much.

Kevin said the difference in our vanpool service is that member dues would be payroll deducted and not collected by the driver. Members could use the cafeteria plan withdrawal pre-tax. Other benefits offered could include drivers able to 'bank' miles to apply towards personal use of the vehicle. JobJet in Region 12 has had difficulty filling their four vans with members. JobJet currently has two of the four vans they acquired in use. The other two were not being utilized, so they received permission from the Iowa DOT to use them for other transit uses.

Alan asked if additional stops in Garner and Britt could be an option and if a 3-member minimum was enough to ensure service was available on multiple shifts. Kevin answered most likely to both questions. Kevin added the drivers would need a Class D chauffeurs license, and not a CDL with passenger endorsement.

Jennifer reported that only approximately \$10,000 of the United Way monies pledged to the operation of the shuttles has been spent so far. The United Way Executive Committee said there were other non-profit business/agencies in need of services and to keep the monies active in the communities. The United Way has pledged \$20,000 for the NICE project but additional monies will be required from businesses. The NICE project needs to be a shared-cost.

Pat said so far United Way and Transit are the only agencies to put up money. Area businesses need to commit also. People who have been unemployed for a length of time and who are interested in joining the vanpool cannot be expected to put out money right away.

Kevin said Winnebago Industries will payroll deduct the dues pre-tax as the member receives their paychecks.

Jennifer invited Kevin to a Legislative Forum being at held 9:30 on February 22nd at the Clear Lake Chamber of Commerce. Jennifer also stated that if anyone had letters of support coming in to please have them to Kevin by the 22nd; he will be making the proposal on February 25th.

Teresa asked what the timeline for the NICE project is. Jennifer said there is no set timeframe. The IDOT will review our application and support letters and notify Kevin.

5. Other Discussion, Issues

In other discussion, Jennifer stated the United Way website now has a survey for businesses and anyone in the community to offer feedback on their challenges with transportation.

Jennifer has been tracking The Register's Editorial article published in the Des Moines Register. The article is a year-long series included every Sunday on the opinion page and the current topic is discussing how Iowans are suffering financial difficulties. Recently the cessation of the UIHC shuttle service was addressed. Jennifer said she had contacted the Des Moines Register newspaper and will provide information of the three shuttle services and a new, upcoming project.

Alan said that in past conversations with Kathy Bunge, there is a need for service routes to be extended to the Regency Terrace Apartment complex on the east side of Mason City.

Pat said there is current service there either on the east or west side; passengers may have to be picked up at Hy-Vee East.

Teresa said Region 2 Transit would service that area with stops on Illinois Avenue.

Brief discussion concerning the current stops by City and Region 2 transits. Pat said she would contact Kathy Bunge to discuss options.

6. Next Meeting Date – March 14, 2013, 8:30 AM at NIACOG

7. Adjourn

Meeting adjourned at 9:30 a.m. with a motion by Kammeyer, seconded by Pat Otto, All present voted Aye and the meeting adjourned.

Respectfully Submitted

Cindy Johnson
Region 2 Travel Navigator

**Region 2 RPA
Transportation Advisory Group
April 11, 2013
8:30 AM**

Minutes

Members present: Brent Willett – North Iowa Corridor, Cindy Johnson – Region 2 Transit, Jennifer Kammeyer – United Way, Kevin Kramer – Region 2 Transit, Teresa Collins – Region 2 Transit, Kim Doughty - Elderbridge, and Pat Otto - Mason City Transit.

1. Call to order

Meeting was called to order at 8:30 a.m.

A motion was made by Kammeyer, Seconded by Otto to add the Region 2 Transit Public Hearing to the Agenda for FY 2014 Consolidated Transit App. The motion passed unanimously.

- 1a. Public Hearing.** Kramer explained this was the time and place for to receive public comment on his proposed FY 2014 Consolidated Transit applications. He explained what was included and asked for any comments or questions. He had received none prior to the meeting, there were none at the meeting. A motion was made by Kammeyer, seconded by Otto to close the hearing. The notion passed unanimously.

- 2. Review Minutes from February 14, 2013.** A motion was made by Kammeyer to approve the February 14, 2013 minutes as submitted; seconded by Johnson. All present voted affirmatively and the motion passed unanimously.

3. Shuttle/Special Service, etc. updates

A spreadsheet summarizing the ridership for the various shuttles, destinations, and form of payment were presented. Teresa Collins gave a review of the three shuttles statistics. There was discussion as to the service to Fort Dodge and getting the word out to the Kossuth County area that there is a shuttle going for dental appointment and Iowa Care persons could also use it for medical appointments. Kramer reminded everyone that the Fort Dodge shuttle contract, as a Special Project will be expiring soon and may not be available. It was then mentioned that all of the shuttles are funded by federal and state resources that will expire or don't exist following the contract expiration. While United Way has generously provided matching funds, they are only matching funds. In order for these services to continue, they will need to be sustainable or find other sources of revenue.

With that Kammeyer and Kramer spoke about putting wraps on the busses. Houck Advertising has offered their services to sell advertising on bus wraps they will install on Region 2 busses. In return for the space, revenue will be split between the Transit Service and Houck Advertising. This was seen as a positive step in trying to generate new revenue sources to continually improve and expand service. Kevin asked the Committee for approval to pursue the wraps. A motion was made by Doughty, seconded by Otto. The motion passed unanimously. Kevin will keep the TAG informed of the progress on this.

4. Commuter Shuttle – Hancock, Winnebago Counties

Jennifer noted that IDOT and Kevin are working out a few details on the NICE project and expect to be able to start service soon. She was trying to gauge what the next steps will be in the process so that when she is on vacation, the project continues to move forward. Kevin will get the changes completed and will proceed with the project as much as possible.

5. PTP Recommended Projects. Diggins stated that OPT would like to have a summary table of projects that the TAG will be pursuing over the next few years. Obvious projects include continuing the shuttles as long as possible, getting the NICE project underway, beginning the bus wraps, continuing with typical operations and capital replacement for MCT and NIARTS as well as surveillance cameras and continuing the GPS installation for the rest of the Region 2 fleet. Diggins will compile a table as requested by OPT. **With that, the TAG unanimously approved the Draft 2014 PTP as submitted to OPT with the addition of the recommended project table.**

6. Other Discussion, Issues.

6. Next Meeting Date – May 9, 2013, 8:30 AM at NIACOG

7. Adjourn

Meeting adjourned at 9:30 a.m. with a motion by Kammeyer, seconded by Pat Otto, All present voted Aye and the meeting adjourned.

Respectfully Submitted

Chris Diggins
Local Assistance Director

As can be seen throughout the minutes of the TAG Committee, there are several projects that are deemed of high priority in the Region. The TAG has been very flexible in accommodating the ever changing needs of passengers by creating or adjusting projects to address these needs.

The RPA 2 TAG first developed a shuttle service to Iowa City to meet an identified transportation need for medical appointments only available at Iowa City. This shuttle service was called the Saints Shuttle. While originally intended to meet the needs of patients that can only get medical care in Iowa City, the Shuttle was open to the public for a modest fare. Funding for this shuttle was through New Freedoms and United Way of North Central Iowa. Since that time several other shuttles have been developed to provide transportation for medical appointments, first in Fort Dodge for both medical and dental. Shortly after that service started, Fort Dodge could no longer handle the caseload and most of the customers from the Region 2 area are now required to go to Marshalltown for medical appointments, but still go to Fort Dodge for dental appointments. As a result of these needs shuttles were started to Fort Dodge (Fort Dodge Dash, and Marshalltown (Marshalltown Missile). These shuttles were funded by STA Special Projects funding and United Way of North Central Iowa. All of these shuttles are discussed at every meeting of the TAG and adjusted as necessary to meet the needs of customers. Due to the ability to coordinate trips with various funding agencies, etc., dollars committed originally have been able to be allocated to other services and still provide the same level of service. The following table illustrates the projects recommended by the TAG:

Project	Federal/State Source	Local Source	Year
Saints Shuttle *	New Freedoms	United Way NCI	Until Contract Expires
Marshalltown Missile *	STA Special Projects	United Way NCI	Until Contract Expires
North Iowa Commuter Express N.I.C.E. **	STA Special Project	United Way NCI, Users	2014
Mobility Manager	JARC	NIARTS	2014
Bus Wrap			2014
Surveillance Cameras			2014
GPS Installation			2014

* Existing project

** New Project proposal

In addition, the TAG is concurring with the normal operating and capital replacements proposed in the FY 2014-FY 2018 TIP as follows:

Project	Federal/State Source	Local Source	Year
Seven 176" ADA Diesels	\$559,300	NIARTS	2014
Eight 158" ADA Diesels	\$605,200	NIARTS	2014
Operating	\$853,607 FTA	NIARTS	2014
Operating	\$377,399 STA	NIARTS	2014
Two 176" Diesel Urbans	\$161,500	MCMTA	2014
Operating	\$415,461 FTA	MCMTA	2014
Operating	\$240,214 STA	MCMTA	2014

RPA 2
POLICY BOARD MINUTES
April 10, 2013

Jim Erb, City of Charles City
Dwight Leerar, Hancock County
Brent Trout, City of Mason City
Stan Walk, Mitchell County
Roy Schwickerath, Floyd County
Terry Durby, Winnebago County
Keri Navratil, City of Algona
Jerry Tlach, Hancock County

Mike Nolte, Franklin County
Ron Dunt, City of Hampton
Dave Haugen, Worth County
Don McGregor, Kossuth County

Others Present:
Chris Diggins, NIACOG
Krista Rostad, IDOT

The meeting was called to order at 2:45 PM.

A motion was made by Durby, seconded by Erb, to approve today's agenda and the January 9, 2013 minutes. All present voted aye and the motion passed unanimously.

Vice Chair Walk opened the Public hearing portion of the meeting. Diggins explained the tow proposed amendments as follows:

City of Northwood to add a bridge project (City Bridge Funds)
City of Rockwell to add a bridge project (City Bridge Funds)

Both projects are being funded through the City Bridge program through IDOT and do not affect in any way, our Regional money. Diggins stated he had not received any comments for or against the proposed amendments. There was no comment from the public at the meeting. A motion was made by Haugen, seconded by Tlach to close the hearing. The motion passed unanimously.

A motion was made by Tlach, seconded by Haugen to approve the. All present voted aye and the motion passed unanimously.

The next item was Policy Board approval of the draft FY 2014 – FY 2018 RPA 2 PTP. Diggins explained that this is an annual requirement. The TAG has identified priority needs and projects and they are identified in the document. A motion was made by McGregor, seconded by Nolte to approve the draft FY 2014 – FY 2018 RPA 2 PTP contingent on TAG approval at their next meeting. The motion passed unanimously.

The next item was the discussion of amendments to the By-Laws. Diggins stated that the Board would need to amend the By-Laws to reflect the change from SAFETEA-LU to MAP-21, but also questioned the composition and appointment process of the Policy Board. The Committee does have non-elected officials as well as elected, but Diggins questioned if we were getting lax in the appointment process by having other City or County staff serve where Diggins thought it should be elected officials. Diggins said he would look and see if there were actual requirements for elected official or if anyone the governing body appointed would be sufficient. Diggins just wanted all to think about the process and whether we should more clearly define who could be a member and who does the appointment.

There was then extensive discussion on the MAP-21 TAP and Tap Flex discussion with Diggins stating what was the original Tech Committee recommendation, the TAP Committee acting on that recommendation and then some questioning the original Tech recommendation. Specifically the issue is whether or not the TAP Flex should remain flexible on the TAP side or some or all of it distributed to STP side. It is not currently an issue due to the funding already recommended and the fact that there will/may be a new Transportation program in place when it does come up. This is just something for them to think about and by next application cycle, we would most likely have a joint meeting to get input from all of the affected groups. The Board agreed to table the issue until the next meeting so they could get additional input from their engineers/staff.

Diggins handed out updated financials showing an unexpended balance of approximately \$44,000.

Rostad provided an update on Commission meetings and Diggins reminded all about the Commissioner meeting at the Historic Park Inn hotel.

The next meeting is scheduled for July 10, 2013, same time, same place.

With no other items for discussion a motion was made by Schwickerath, seconded by Leerar to adjourn the meeting. All present voted aye and the meeting adjourned at 3:48 P.M.

Respectfully,

Christopher A. Diggins,
Local Assistance Director

The Mason City Transit System and the Region 2 Transit System annually develop a four year program for operations, vehicle replacements, expansion and repairs. The following is the four-year TIP of Region 2 and Mason City Transit Systems.

As the PTP is a five year planning document, a fifth year would include many of the same projects as the majority of the items included for the TIP are vehicle replacements and operating funds.

The following is the draft Transit Portion of the FY 2014 – FY 2018TIP:

Insert TPMS TIP Pages

The above programmed projects identify the Operations/Maintenance/Administration, equipment and fleet needs to operate the Region 2 and Mason City Transit systems, as well as expected federal and state funding at the current levels.

The vehicles identified and programmed for replacement will enable the two fleets to remove aged vehicles from the fleet thereby reducing maintenance expenses, with which the savings could be used to initiate expanded services.